

Amendments to the Claims: This listing of claims will replace all prior versions, and listings, of claims in the application

Listing of Claims:

1.- 31. Cancelled

32. (New) A hydraulic vehicle brake equipped with a parking brake device, in particular for motor vehicles, including a brake housing in which a hydraulic service pressure chamber is delimited by a brake piston, with the parking brake device acting on the brake piston and, in the applied condition, being lockable by means of a locking device, and an energy accumulator cooperating with the brake piston being equipped with at least one integrated spring element, wherein the parking brake device is operable by a pressure that is introduced into the service pressure chamber and enables charging the energy accumulator.

33. (New) The hydraulic vehicle brake as claimed in claim 32, wherein the energy accumulator is formed of a recess in the brake piston accommodating the spring element, and in that the spring element is supported on a plate that is in a force-transmitting connection with the brake piston and cooperates with a first friction lining.

34. (New) The hydraulic vehicle brake as claimed in claim 33, wherein the locking device is a threaded-nut/spindle assembly, the threaded nut thereof being supported on the brake piston or being integrally designed with the brake piston, while the spindle includes a first friction surface interacting, in the locked condition, with a second friction surface that is arranged in an unrotatable manner in the brake housing.

35. (New) The hydraulic vehicle brake as claimed in claim 34, wherein the spindle is equipped with an axial central bearing, which cooperates with a hydraulic or electromechanical device for activating the locking device.

36. (New) The hydraulic vehicle brake as claimed in claim 35, wherein the hydraulic device is formed of a closable pressure chamber being in connection with the service pressure chamber, and of an operating piston delimiting the pressure chamber and being preloaded by means of a spring assembly, said operating piston cooperating with the spindle in such a fashion that, after decrease of the pressure prevailing in the pressure chamber, the force produced by the spring assembly is transmitted to the spindle in order to thereby cause disengagement of the friction

surfaces of the locking device.

37. (New) The hydraulic vehicle brake as claimed in claim 36, wherein the operating piston has a two-part design, consisting of a first operating piston part and a second operating piston part, and a spring assembly is interposed between the two operating piston parts so as to allow a movement of the first operating piston part relative to the second operating piston part.

38. (New) The hydraulic vehicle brake as claimed in claim 37, wherein the force generated by the spring assembly is transmitted to the spindle by means of the first operating piston part, while the second operating piston part has an annular design and radially encompasses the first operating piston part.

39. (New) The hydraulic vehicle brake as claimed in claim 35, wherein the electromechanical device is formed of an actuating element that is in a force-transmitting connection with the spindle, and of a second actuating element operable by means of an electromagnetic arrangement, with both actuating elements including interacting slopes or ramps, respectively.

40. (New) The hydraulic vehicle brake as claimed in claim 33, wherein there is provision of another spring that is supported on the brake housing and biases the spindle in the direction of the second friction surface.

41. (New) The hydraulic vehicle brake as claimed in claim 32, wherein at least one part of the locking device is arranged in the energy accumulator.

42. (New) The hydraulic vehicle brake as claimed in claim 41, wherein the energy accumulator is formed of a closable accumulator pressure chamber being in connection with the service pressure chamber, and of an accumulator piston delimiting the accumulator pressure chamber and being in a force-transmitting connection with an adjusting ring that is arranged so as to be rotatable within limits, the spring element being supported on the adjusting ring, which is movable into engagement with a spindle that is connected to the brake piston by means of a non-self-locking thread, with the locking device being formed of the adjusting ring and the spindle.

43. (New) The hydraulic vehicle brake as claimed in claim 42, wherein the adjusting ring

includes guiding projections being guided in differently long guiding grooves, that are provided in the wall of a housing accommodating the energy accumulator offset in its circumferential direction, and the length of the short guiding groove defines the released position of the locking device, and the length of the longer guiding groove defines the locked position of the locking device.

44. (New) The hydraulic vehicle brake as claimed in claim 32, wherein the service pressure chamber is delimited by the brake piston on one side and by an accumulator piston on the other side, on which piston a spring assembly is supported, and a first contact or friction surface and a second contact or friction surface are moved into engagement with each other upon actuation of the locking device, while they are disengaged during release.

45. (New) The hydraulic vehicle brake as claimed in claim 44, wherein the locking device is formed of a threaded-nut/spindle assembly whose spindle is connected to the brake piston, while the threaded nut is provided with a first friction surface cooperating, in the locked condition, with a second friction surface provided in the accumulator piston, and an electromagnetic device is arranged exerting a tension force on a tension-force transmitting element rigidly connected to the threaded nut and, thus, causing a rigid locking engagement between the brake piston and the accumulator piston.

46. (New) The hydraulic vehicle brake as claimed in claim 45, wherein a non-self-locking thread is interposed between the threaded nut and the spindle.

47. (New) The hydraulic vehicle brake as claimed in claim 32, wherein the energy accumulator is formed of a closable accumulator pressure chamber connected to the service pressure chamber, and of an accumulator piston delimiting the accumulator pressure chamber, with the connection between the service pressure chamber and the accumulator pressure chamber being closable by means of a mechanically operable separating valve.

48. (New) The hydraulic vehicle brake as claimed in claim 44, wherein the locking device is provided by a threaded-nut/spindle assembly, whose spindle is driven by an electric motor, while the threaded nut has a first contact surface that cooperates, in the locked condition, with a second contact surface designed in the brake piston.

49. (New) The hydraulic vehicle brake as claimed in claim 47, wherein a self-locking thread is provided between the threaded nut and the spindle.

50. (New) The hydraulic vehicle brake as claimed in claim 47, wherein the separating valve is operable by the threaded nut.

51. (New) The hydraulic vehicle brake as claimed in claim 47, wherein a second connection is provided between the service pressure chamber and the accumulator pressure chamber, in which a non-return valve opening towards the service pressure chamber is inserted.

52. (New) The hydraulic vehicle brake as claimed in claim 33, wherein the hydraulic pressure chamber and the accumulator pressure chamber, respectively, is closable by means of an electrically operable valve.

53. (New) The hydraulic vehicle brake as claimed in claim 32, wherein an arresting unit is provided which maintains the energy accumulator in its charged condition during service brake operations.

54. (New) The hydraulic vehicle brake as claimed in claim 53, wherein the arresting unit is formed of at least one electromagnet whose coil fulfils the function of a sensor for sensing the position of a slide actuated by the armature of the electromagnet.

55. (New) The hydraulic vehicle brake as claimed in claim 54, wherein the coil fulfils the function of a sensor for monitoring the pressure introduced into the service pressure chamber and/or for detecting the condition of the vehicle brake or the parking brake device.

56. (New) The hydraulic vehicle brake as claimed in claim 53, wherein the arresting unit is formed of at least two electromagnets, whose armatures act upon the slide, and the coil of the first electromagnet actuates the slide, while the coil of the second electromagnet fulfils the function of a sensor for detecting the slide position.

57. (New) The hydraulic vehicle brake as claimed in claim 56, wherein the coils fulfill the function of a sensor for detecting the slide position, unless they fulfill the function of an actuator for actuating the slide.

58. (New) The hydraulic vehicle brake as claimed in claim 53, wherein the arresting unit is formed of at least one piezoelectric actuator that actuates a slide and detects its position.

59. (New) The hydraulic vehicle brake as claimed in claim 58, wherein the piezoelectric actuator fulfils the function of a sensor for monitoring the pressure introduced into the service pressure chamber and/or for detecting the condition of the vehicle brake or the parking brake device.

60. (New) The hydraulic vehicle brake as claimed in claim 33, wherein a means is provided for releasing the parking brake in a case of emergency, said means cooperating with the operating piston or the accumulator piston respectively.

61. (New) The hydraulic vehicle brake as claimed in claim 32, wherein the pressure buildup both in the service pressure chamber and in the hydraulic pressure chamber or the accumulator pressure chamber, respectively, takes place by means of a hydraulic pump which is used as an independent pressure source of an electrohydraulic brake system.

62. (New) The hydraulic vehicle brake as claimed in claim 32, wherein the pressure buildup both in the service pressure chamber and in the hydraulic pressure chamber or the accumulator pressure chamber, respectively, takes place by means of a pressure generator operable by the vehicle operator.